

## SHOCKING DOMESTIC TRAGEDY.

Henry J. Blessing, a River Engineer, Makes a Desperate Attempt to Kill his Wife, his Brother-in-Law and End his Own Life—Probable Success of the Latter Effort—Mrs. Blessing Not Fatally Injured, and the Result in the Case of the Other Victim Doubtful.

ST. LOUIS, Mo., Sept. 11.  
About eleven o'clock last night the neighborhood of 1451 Cass avenue was startled by six shots fired in rapid succession, and a few minutes later Mrs. Ida Blessing, who resides at that number, the family consisting of Henry J. Blessing, his wife and her brother, Wm. F. Thelemann, knocked at the door of her landlord's house, on the ground floor, and when it was opened she handed her son, Henry Eicks, a revolver, saying that her husband had shot her brother and cut his own throat. She did not mention any injuries inflicted upon herself. Young Eicks and Tom Foley, a young man who had been attracted by the noise of the shooting, hurried upstairs. Blessing was pacing around in the room nearest the porch. One of the young men called, "Blessing, come out here," but the man made no reply and continued his march. The room was unlighted, and the two young men were not disposed to risk an encounter in it with him. They returned to the yard for the lantern, but when they came upstairs again Blessing had disappeared. Meanwhile different policemen had been summoned, among them Officers Walker and Messer, and they, although belonging to the Third District, outside the scene of the occurrence, at once instituted a search for Blessing, and found him in the garret, lying on his stomach, and were horrified to gaze on a severed windpipe and a throat cut from ear to ear, while their ears were assailed by a gurgle that the escaping air made. The would-be suicide still clutched in his hand a Wade & Butcher razor, with which he had so viciously slashed himself. The officers took him from him and endeavored to obtain from him some information as to the deeds he had committed. The man could not speak, but was fully conscious, and a quick shake or nod of the head indicated a negative or an affirmative reply.

It was gleaned from him that his intention was to kill his wife, his brother-in-law and himself. The patrol wagon was telephoned for and Blessing was sent to the City Dispensary, the officers meanwhile turning their attention to the other members of the family. Thelemann was found lying on a pallet in the sitting-room, where he had been placed by his sister. He presented a shocking spectacle. His infuriated brother-in-law had slashed him on the left side of the head, severing an artery. He then inflicted a deep gash on the right side, cut him across the bowels, and shot him under the left eye and in the muscle of the left arm, the bullet penetrating the lung. He suffered intensely, as was evident from his frequent exclamations. Blessing had used on him the razor and an American bull-dog self-cocker, center-fire revolver. He was also sent to the City Dispensary. Doctors Vogt and Eaton were called in to attend Mrs. Blessing, who was more seriously hurt than was at first supposed. Her blood-thirsty husband had used the razor on her neck, and though he inflicted but one wound on her it was a most painful one. It was six inches in length, extending from the umbilicus to the short ribs on the left side. The surgeons said, however, that the cavity was not penetrated, and that her chances for recovery were good. Immediately after it had been dressed she became hysterical and delirious, and no statement could be obtained from her. She wrung her hands, wept, screamed and asked continually for "Drew," a pet name she gave her brother. She did not display much grief for her husband. "Oh," she exclaimed, "what shall they do with me if they should die?"

When the wounded men arrived at the dispensary they presented a fearful sight. Blessing wore nothing but his socks, drawers and shirt, and had a standing collar on. He was wrapped up in a sheet. Everything about him was covered with blood. His throat was a most ghastly looking object, and at each respiration the blood would spurt forth. He was also pulseless. Dr. Blackham made a brief examination of the men's wounds and found Thelemann suffering from two pistol shots, besides the wounds inflicted by the razor. The doctor therefore decided to send both of the injured men to the City Hospital. At that institution Dr. Dean made a closer examination and discovered that Blessing had cut his throat immediately above the larynx, severing the windpipe completely, and can not possibly recover. Thelemann's wound consisted of a bullet wound under the left eye ranging downward, but not injuring that organ. A second shot entered the back immediately behind the left arm, near the shoulder, the ball having penetrated the left lung. Another wound was on the right side of the abdomen, being about six inches in length, and "lapping" nearly two inches, but the abdominal wall was not entered. A fourth cut was on the left arm. The physician thinks he may possibly get well, but it is exceedingly doubtful. When asked as to why he was shot, he hesitated and seemed unwilling to answer, but when told that he would most probably die, and that he ought to make a statement, he said that Blessing was quarreling with his sister and that he took her part and attempted to pacify Blessing, when the latter drew a pistol and shot him and then cut him.

Mrs. Blessing is a young woman, twenty-four or twenty-five years of age, an American brunette, refined and educated. She bears a very good reputation in the neighborhood, as does also her brother, who was noted for being quiet and inoffensive. Blessing's last trip was made on the steamer Ste. Genevieve, from which he returned four weeks ago, and it is said that ever since then he has been drinking and quarreling with his wife. Last night, however, he was to all appearances perfectly sober. Those who live close to him say that he has been jealous of his wife for some time. He, however, as best he could, denied that jealousy was the motive for the tragedy. He was known as a man of violent temper, and it was asserted last night that he had twenty years ago shot and killed his sister at the Planters' House and then attempted suicide.

## Fatal Ending of a Quarrel.

SALINA, Mo., Sept. 10.  
This afternoon between the hours of two and three o'clock William Sims, proprietor of the Salina Hotel, killed Geo. Tripp, an iron miner from Simmons' Mount, near Triplet's Corner, on Fourth street, by cutting him with a knife in the region of the heart. The difficulty commenced by Tripp accusing Sims of abusing his brother's children, who had been working at the hotel. From one word to another the lie was given, blows exchanged, and ended by Sims drawing his knife and stabbing Tripp, who lived but a short time after being cut. Mr. Sims was lodged in jail.

## Deadly Assault on a Leadville Newspaper Man.

LEADVILLE, Col., Sept. 10.  
A most brutal and possibly fatal assault was made this morning by Alderman C. C. Joy, of this city, on Edward D. Cowen, city editor of the Herald. Cowen and Joy were in the Board of Trade Saloon drinking and talking, when a dispute arose, and after some hot words Joy struck Cowen and knocked him down, and then jumped upon him and kicked and stamped him in a fearful manner. No one dared interfere, as Joy had a revolver at the time. He kicked the prostrate man about the head and face and breast till he was an unrecognizable mass of blood and bruises. Joy then fled. Cowen was carried to his room and medical aid summoned. His recovery is very doubtful.

## A RUSH TO DEATH.

Two Persons Killed and Eight Seriously Injured by a Collision of Passenger Trains on the Long Island Railroad.

NEW YORK, Sept. 11.  
A serious accident occurred this evening on the Long Island Railroad, near Hunter's Point Depot, by which two men were killed and eight injured. The Flushing train leaving Hunter's Point, when at Montauk Junction, about eight miles from the depot, was run into by a Manhattan Beach train, due at Hunter's Point at 6:35. The latter train was several minutes late, and the engineer should have stopped east of the junction until the Flushing train passed. The locomotives came together near the switch. The Flushing train consisted of four passenger coaches and a combination car, each of which was full of passengers. None of these were injured. The engine and tender, however, are badly broken up. The engineer of the Flushing train, Ernest Cretzner, remained at his post, backing down his train, and received slight injuries. The Manhattan Beach train consisted of seven ordinary cars and one parlor. The latter was next the engine at the time of the collision. The train was running at the rate of thirty-five miles per hour. The engine was not greatly damaged, but the parlor car was telescoped by the car behind. All of the cars were crowded, with many persons standing on the platforms. Most of the occupants of the parlor car were warned by the "sissing" of the escaping air from the air-brakes, and escaped from the car by the door and windows. The car apparently broke in two about the middle, and the platform car behind was crushed through about the same distance. All the chairs in the back part of the car were smashed and piled up. The second car and the floor of the parlor car were on one side. Under these were Thos. Birmingham, of East Houston street, and Robt. Smith, of 186 South Eighth street. It was found necessary to cut away the piling and woodwork with axes to get the men out. Their legs were so crushed that amputation was necessary, and they died very soon after the operation. Their bodies were then removed to the Long Island dead house to await the inquest of the Coroner. The injured, so far as ascertained, were: Thos. Glenn, engineer of the Manhattan Beach train, cut on the head and shoulders. M. Norris, of Philadelphia, one leg cut off. Geo. Wright, serious cuts on face and lip. Lawrence, New York, cut on head. Leslie E. Slawson, New York; cut and bruised about head and body. W. Connor, New York; cut on head and body. Vernon Barton, New York; large splinter in leg. Bant, Manhattan hay market; cut on head.

## A COWBOY MATINEE.

An Eight-Handed Reel in the Dark, in Which Pistols Furnished the Music—A Crazy Act with a Fearful Termination—Three Killed and Three Fatally Wounded.

DENVER, Col., Sept. 11.  
The details of a bloody affray, which occurred at McLain Ranch, Elbert County, Sunday night, in which eight cowboys engaged, have just reached this city. Story was their day off, and all went to Agate Station, on the Kansas Pacific road, and falling in with companions, opened festivities with several drinks. Thence they rode to a neighboring ranch, where they obtained a supply of liquor and started for home. On their way two, named Rositer and McKeever, engaged in an angry dispute about trivial matter, and in a moment the herder's quarters to settle the difficulty. As soon as the inside was reached the men clinched and both fell to the ground, fighting desperately, their comrades urging them on. Tables and benches were removed, and in a ring improvised, the men beat and tore at each other with the ferocity of tigers. The onlookers in the excitement madly howling and danced about, brandishing revolvers, and encouraging their favorites in the fight. It was a wild and blood-curdling sight. While the fight was at its highest, the oil lamp was knocked from its place, and the room was in darkness. The men madly ran upon each other, and in a minute after the light had been extinguished the melee was general. The door being locked and there being no means of egress, each man was for himself. Amid the resounding blows and curses pistols flew, and the death of a victim paralyzed whatever of reason was left in the party. Almost before the cry had left the lips of the unfortunate man the air was wild with the fusillade, and for a moment, by the fitful flash the gloom was lifted. Rositer was dead. The two Joneses weltered in their blood. Three others were wounded, some fatally. Rollins and McKeever were the only ones not injured. They fled, and are not yet apprehended.

## What Clarence Hite Says About the Winston Robbery.

A confession made by Clarence Hite previous to his death, after going at length over the preliminary arrangements for the Winston robbery, contains the following: "We were at Winston when the train came along. Jesse was our Captain, and our stations were as follows: Frank James, Jesse James and my brother got on the smoking car, my Dick and myself got on the front platform of the express-car. The understanding was that Dick and myself, as soon as Jesse and Frank should pull the bell-rope, were to climb over the coal and pull down on the trigger and fireman and make them obey orders. As soon as they rang the bell, which was before we reached the bridge, we climbed over the coal and made them stop the train. The understanding was that we were to stop the train anyway before reaching the bridge. Jesse, Frank and Wood were to go in and rob the car. At the first stoppage Frank ran around to the side, seized the baggage-man by the leg, and pulled him out of the car. They then commenced firing into the car, and the expressman opened the door. They then went in and robbed the car. All this took about half an hour. We got \$120,000, and some cents apiece. Jesse said the conductor started to draw his pistol and he (Jesse) told him if he drew it he would kill him. He did not desert and was shot. Jesse did not know the conductor. There is no truth in the story that Jesse killed him because he supposed he (the conductor) had carried Pinkerton's detectives out to his mother's (Mrs. Samuel's) house. The stone-mason was shot accidentally. We were about a quarter of a mile from the house after robbing the train. We then went to our horses. I cut mine loose, leaving a part of the hitchstrap. We went across the Hannibal and St. Joseph Road between Kidder and Hamilton, beyond Ninable, to Crooked River; rode all night; stopped in a little woods after pulling down a fence and going through a field. I went to sleep; so did Frank. This was about daylight. We stayed about an hour, then went across fields till we reached Crooked River (Saturday). Jesse and Frank said they knew the country."

## Found Dead.

CAIRO, Ill., Sept. 11.  
Mr. A. Boren, a commercial traveler for the boot and shoe house of Alter, Pinckard & Co., Cincinnati, was found dead in his bed at Bower's European Hotel early this morning. He retired in good health last night, with instructions to be called for the 3 a. m. train on the Illinois Central. Failing to receive a response at train time, Mr. Bowers broke open the door to find that death had entered before him. There was no evidence of agony, everything showing that he had not moved during the night. The jury decided that death was caused by apoplexy.

## COMPLETED AT LAST.

Formal Completion of the Northern Pacific Railway—The Golden Spike Driven by President Villard—The Blow Heard in New York—A Noted Assemblage Present.

HELENA, M. T., Sept. 10.  
The Villard excursionists left here short y after seven o'clock Saturday morning and reached the scene of the ceremonies of this day, a point a few miles west of the Mullin Tunnel, on the western slope of the main divide of the Rocky Mountains, at 9:30 a. m. At 5:15 p. m., after a short prayer, the last rail of the Northern Pacific Railroad was laid and the last spike—a golden one—was driven home by Mr. Villard with a silver sledge-hammer, making the iron highway complete and ready for travel from Duluth to Tacoma, a distance of a little more than 1,980 miles. There are also 674 miles of branches, mostly completed, giving a grand total of more than 2,654 miles of road.

William M. Evarts delivered the address of the occasion, in which he gave a history of the road, which he said was a dream of 1835, when a merchant of New York City, Asa Whitney, made a proposition to Congress to build a road from the great lakes to the mouth of the Columbia river, in consideration of a land grant of sixty miles in width along the entire route, but whose plan failed to win Congressional favor. A charter for the road was again sought in 1862, but the effort resulted in a failure. Josiah Perham, a New England merchant, secured a charter in 1864, but failed to obtain capital to build the road, in a great measure because of a clause inserted in the charter by himself forbidding the company to mortgage the road or lands, or to issue bonds. In December, 1865, Perham sold the charter to some New England capitalists for barely enough to pay his debts, and died three years later, before the first spadeful of earth had been turned on the proposed road. The President of the new company was ex-Governor Smith, of Vermont. No progress toward actual construction was made, however, until Jay Cooke assumed financial direction. Mr. Evarts then reviewed the financial ups and downs of the company when work on the road was begun at Thompson's Junction, twenty-three miles west of Duluth, to 1881, when Mr. Villard obtained control, closing with a peroration strongly eulogistic of the ability, zeal and energy of Mr. Villard, and the officials who have co-operated with him in bringing the road to a successful completion. Speeches were made by several other prominent gentlemen.

At the close of the ceremonies a number of the guests returned eastward, while others went over the road to Puget Sound, and will return home toward the close of the month.

ST. PAUL, Minn., Sept. 10.  
The electric flash which passed over the telegraph wire, announcing the driving of the last spike on the Northern Pacific, passed through this city at 6:15 o'clock Saturday night, and was celebrated by the firing of a salute and the ringing of all the fire bells in this city.

NEW YORK, Sept. 10.  
The last rail laid Saturday on the Northern Pacific Railroad was attached to a Western Union wire running into the branch office at 8 Broad street, and while President Villard was driving the golden spike, the blows of his silver sledge hammer were repeated in this city on the telegraph instrument. General officers of the road gathered around the instrument listening to the strokes that told of the completion of a great national highway.

## VOTED A NUISANCE.

CHICAGO, Sept. 10.  
The banks, National and private, composing the Chicago Clearing House Association, have nearly all signed an agreement not to receive any more of the new post notes or orders on deposit, and those who have not signed will probably do so as soon as the document is presented to them.

A reporter visited several banking-houses with a view to ascertaining the cause of this action. Vice-President Gage, of the First National, said the banks objected mainly to receiving the postal orders on deposit because of the extra labor, annoyance and trouble they caused. An officer of the bank, not an employee, is required to endorse them; then they have to be carefully examined to ascertain if the amount is properly punched on the margin, and care must be taken to see that they have not expired, as the limitation of them is three months. Mr. Gage thought it was better for the receiver of the postal notes to obtain the money at the post-office, if drawn on Chicago, and deposit the cash, thus saving the bank the extra labor which depositing them required. A postal order for seventeen cents was shown the reporter. It was drawn at Parker, D. T., on the Chicago post-office, and required the signature of one of the bank's officers before it could be cashed at the post-office. Other bankers expressed similar views, and so far as the receiving of the postal notes at the Chicago banks is concerned, the official edict has gone forth that they must go. It is believed here by the bankers that similar action will be taken by the banks of other cities.

That the new notes will be used to a very large extent, despite this action, there is no doubt, for they fill a long-felt public want. It has been practically impossible to send money by mail in sums less than one dollar or fractions of a dollar, because nothing but silver coin is in circulation. Merchants, especially those engaged in a small way, or relying on country orders, will no doubt find them very handy, and will be willing, for the help they will be to their business, to go to a little pains to have them cashed, if nowhere else than at the post-office.

## Destructive Floods on the Rio Grande.

GALVESTON, Tex., Sept. 10.  
The recent floods in the Rio Grande valley swept away eleven bridges and culverts on the Texas Pacific Railroad, and caused incalculable losses to stock and other property. On the Texas & Mexico Road bridges were washed away and much damage done to embankments. The loss on the International Railroad was also great, but some of the damage has been repaired. Out of one flock of 12,000 sheep 1,100 were drowned. The powder-house of the Mexican National Road Construction Company was exploded by lightning. Eight telegraph poles were struck, and a shepherd was found dead, having been killed by a thunderbolt. It is feared that several persons have been drowned. The river has fallen a few feet, but the prospects are that the rise is not over yet.

## Jewelry Robbery.

MERIDEN, Conn., Sept. 10.  
Burglars entered the large jewelry store of M. Mather Sunday morning and opened the safe by cutting the doors to pieces with costly tools, which they left behind. They secured about one hundred gold and silver watches and seal rings, valued at over \$4,000. Part of the same store is occupied by H. Brooks & Co., stationers, and their safe was forced open and about \$300 in cash taken.

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